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REVIEWS EXPANSION OF CIVIL AVIATION

2d Lt Jerzy Komiebszy

On 7 August 1944, the Aviation Division was formed as a part of PKWN (Polish Committee for National Liberation). At that time, the division was very small, occupying only one room. In October of that year, a group of engineers of the LWD (Experimental Aviation Workshops) was organized at Lublin. On 15 February 1945, the LWD was transferred from Lublin to Lodz.

In April 1945, LOT began functioning and the Civilian Aviation Department of the Ministry of Communication /Transportation/ was organized.

Six months after the war, the first SZPAK-2 aircraft took off from the Lublinek airfield near Lodz. Later the SZPAK-3 was built. In January 1946, the PZL S-2 training aircraft made its flight.

In March 1947, five Salamandra gliders, built by the Institute of Gliding workshop, were flown. Also, the ZAK-1 model aircraft, built by the LWD, made its flight. In June, the SEP glider was completed. This is the type of glider that Adam Zientek used in winning the races held in Samedan in Switzerland. The IS-3 AEC training glider made its first flight from the Aleksandrowice airfield in July.

In January and February 1948, the LWD released two new-type aircraft. The first was the ZAK-2 and the second was the JUNAK training plane. On 24 April 1948, the new-type MUCHA glider made its first flight.

In May 1949, the Institute of Gliding workshops at Bielsk released for use a series of five SEP gliders. The LWD released the ZUCH-1 aircraft. In October, LWD will release a new aircraft, the ZAK-4.

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The Central Aircraft College completed the construction of two model planes the CSS-10 and the CSS-11. The first flights of these planes were made early in October 1948.

In late 1948, the Institute of Gliding workshops completed, a series of 25 AMC training gliders ahead of schedule. In December 1949, the LWD will release for use a series of ZAK-3 aircraft.

In March 1949, the new ZUCZ-2 aircraft constructed by LWD made its flight.

On 1 May 1949, the Institute of Gliding produced an experimental glider, Model KACZKA.

A powered glider, the PEGAZ, equipped with a Polish-made GAD engine, made its first flight on 16 July 1949. On 22 July, the first Polish helicopter, designed by a party of engineers from the Main Aviation Institute was assembled at the workshops of the institute.

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